



LAO PDR NATIONAL SINGLE WINDOW TECHNICAL ASSISTANCE

Final Needs Assessment Report v1.0

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SUBMITTED BY
Nathan Associates Inc

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Acronyms and Definitions

ACDD	ASEAN Customs Declaration Document
AHTN	ASEAN Harmonized Tariff Nomenclature
AMS	ASEAN Member States
API	Application Program Interface
ASEAN	Association of Southeast Asian Nations
AS1	1 st Acknowledgement Status Message – from ASW (Export) to NSW (Export)
AS3	3 rd Acknowledgement Status Message – from NSW (Import) to ASW (Import)
ASCP	ASEAN Sanitary and Phyto-Sanitary Contact Point
ASW	ASEAN Single Window
ASWSC	ASEAN Single Window Steering Committee
ASYCUDA	Automated System for Customs Data
ATIGA	ASEAN Trade in Goods Agreement
BIVAC	Bureau Inspection Valuation Assessment Control
CAR	Cancel Request Message – from NSW (Export) to NSW (Import)
CIA	Certificate Issuing Agency
DIMEX	Department of Import and Export
DLF	Department of Livestock and Fisheries
DOA	Department of Agriculture
e-AH	Electronic Animal Health
e-ATIGA	Electronic ATIGA (as in e-ATIGA Form D)
e-CO	Electronic Certificate of Origin
e-FS	Electronic Food Safety
e-Phyto	Electronic Phytosanitary
EU	European Union
FCD	Food Control Division
FDD	Food and Drug Department
FTP	File Transfer Protocol
ICT	Information and Communications Technology
ICS	Import Control System
JMS	Java Message Service
LCD	Lao Customs Department
LNSW	Lao National Single Window

Message	An Electronic Document
MAF	Ministry of Agriculture and Forestry
MOF	Ministry of Finance
MOH	Ministry of Health
MOIC	Ministry of Industry and Commerce
MOST	Ministry of Science and Technology
MPWT	Ministry of Public Works and Transport
NSW	National Single Window
PLF	Protocol on the Legal Framework to Implement the ASEAN Single Window
QRR	Query Response Message – from NSW (Export) to NSW (Import)
QRY	Query Message – from NSW (Import) to NSW (Export)
RES	e-ATIGA Form D Response Message – from NSW (Import) to NSW (Export)
SPS	Sanitary and Phytosanitary
TA	Technical Assistance
TOR	Terms of Reference
TWG	Technical Working Group
UNCTAD	United Nations Conference on Trade and Development
US-ACTI	United States - ASEAN Connectivity through Trade and Investment
USAID	United States Agency for International Development
XML	Extensible Markup Language

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1 Executive Summary

This report was prepared by the Consultant engaged to provide technical assistance to Lao PDR, as part of the ASEAN Connectivity through Trade and Investment (US-ACTI) program, funded by the United States Agency for International Development (USAID).

Since April 2017, five (5) ASEAN Member States (AMS), Indonesia, Malaysia, Singapore, Thailand and Viet Nam, have been piloting the exchange of electronic Certificates of Origin via the ASEAN Single Window (ASW). From January 2018, they plan to move to "live operation", when importers in these countries will no longer be required to present paper Certificates of Origin to Customs. Brunei Darussalam, Cambodia and the Philippines are also preparing to join the ASW live operation in 2018, leaving only Lao PDR and Myanmar outside of the system.

The primary objective of the report is to carry out a needs assessment to ensure that Lao PDR joins the ASW live operation by **1 January 2019**. During the assessment, the Consultant conducted face-to-face interviews with the key stakeholders of the LNSW including the lead agency, the Lao Customs Department (LCD).

1.1 Key Findings

The key findings of the report are:

- On the 28th January 2013, the Ministry of Finance (MOF) signed an agreement with the Bureau Inspection Valuation Assessment Control (BIVAC), who are a subsidiary of Bureau Veritas, to develop, implement and operate the LNSW over a period of 10 years.
- Currently, there are two other agencies involved in the LNSW pilot phase; the Ministry of Industry and Commerce (MOIC) and the Ministry of Public Works and Transport (MPWT).
- The LCD have signed an MOU with the MOIC to accept printed, signed and scanned Vehicle Import Licenses, in lieu of the paper document. They are also in the process of signing a similar MOU with MPWT. The next license to be piloted is likely to be for petroleum.
- A pilot was launched on the 11th August 2016, which allows two major vehicle importers, Honda and Toyota, to apply for Vehicle Licenses through the LNSW, which are approved online by the MOIC. Importers have to print them and take them to the MOIC to be signed.
- BIVAC are working with the Ministry of Science and Technology (MOST) to implement digital signatures by October 2017, before they start discussions with agencies to join the LNSW.
- The LCD's vision is that all regulatory transactions should be made through the LNSW, including Cargo Manifests and Customs Declarations. In order to achieve this, the LNSW would need to be integrated with ASYCUDA World, Customs' back-end system.
- The United Nations Conference on Trade and Development (UNCTAD) does not support the idea of Customs Declarations being submitted via the LNSW, because they believe that they should be submitted directly to ASYCUDA World.
- BIVAC have now adopted a different strategy, whereby licenses and permits would be linked to a "Summary Declaration", based on cargo information submitted by carriers.

- In April 2016, the MOIC launched its own electronic Certificate of Origin (e-CO) system, which was developed by a local company called Cyberia Co. Ltd. The system, which is currently being piloted in Vientiane, allows exporters to apply for Certificates of Origin online, including the ATIGA Form D. Exporters have to print them and take them to the MOIC to be signed and stamped.
- The Ministry of Agriculture and Forestry (MAF) and the Ministry of Health (MOH), who are responsible for issuing Veterinary (Animal Health) Certificates and Food Safety Certificates, are fully supportive of the ASW initiative, but are currently waiting to join the LNSW.
- The LCD's position is that connectivity to the ASW must be via the LNSW, which is the responsibility of BIVAC. BIVAC has confirmed that they will develop the gateway application based on the technical specifications provided by US-ACTI through the LCD.

1.2 Readiness Assessment

Based on the feedback received through the face-to-face interviews and responses to questionnaires, an assessment of Lao PDR's readiness to join the ASW live operation has been made.

The assessment can be summarized by answering three (3) simple questions, as outlined below.

1.2.1 What is the current status of Lao PDR's NSW?

Since the 28th January 2013, when the MOF signed the agreement with BIVAC to develop, implement and operate the LNSW, the general perception amongst the stakeholders is that progress has been slow. The LNSW is still in the early stages of implementation and is currently being piloted with a limited scope.

According to BIVAC, two major technical issues have prevented them from making progress:

- The LCD's requirement for Customs Declarations to be submitted via the LNSW is dependent on UNCTAD providing an interface to ASYCUDA World, which they seem unwilling to provide.
- The agencies' requirement for digital signatures is dependent on the approval of the Ministry of Science and Technology (MOST), which has taken some time to obtain.

It is suggested that neither of these two issues prevent Lao PDR from connecting to the ASW. In fact, in the ASW environment, there is no requirement for digital signatures. The AMS' recent ratification of the *"Protocol on the Legal Framework to Implement the ASEAN Single Window"*, referred to as the "PLF", enables the exchange of electronic documents ("messages") via the ASW.

1.2.2 What would Lao PDR need to do to join the ASW live operation?

In order for Lao PDR to join the ASW live operation, there are essentially four pre-requisite conditions that would need to be satisfied:

- 1) Firstly, each AMS must be able to demonstrate that they have a fully developed, and tested, e-ATIGA Form D application, which is integrated into their NSW environment. In Lao PDR's case, the MOIC has already implemented its own online e-CO system, which

includes the ATIGA Form D. According to Cyberia Co. Ltd., who developed the e-CO system for the MOIC, the e-CO system could be enhanced to output e-ATIGA Form Ds.

- 2) Secondly, the LNSW must be able to demonstrate that it is capable of receiving e-ATIGA Form Ds, to enable Customs officers to view an equivalent of paper-based ATIGA Form Ds.
- 3) Thirdly, the LNSW must have a messaging routing system capable of sending and receiving electronic messages to/from agency applications (e.g. the e-CO system) and the ASW. According to BIVAC, the software being used to develop the LNSW already has this capability. However, until now, there has been no identified requirement to implement it.
- 4) Fourthly, to connect to the ASW, each AMS must implement an ASW Gateway, in compliance with the agreed ASW Gateway technical specifications.

Note: BIVAC raised some security concerns with implementing third party software within the LNSW environment. As such, BIVAC has agreed to configure their own messaging software to comply with the agreed technical specifications.

1.2.2.1 Electronic ATIGA Form D

The e-ATIGA Form D is the first document to be implemented by AMS, in compliance with the ASW's *"e-ATIGA Form D Process Specification and Message Implementation Guide"*.

Exports

In the case of exports, as shown in Figure 1, it is proposed that exporters would apply for e-ATIGA Form Ds via the MOIC's e-CO system. When approved by the MOIC, e-ATIGA Form Ds would then be sent to the relevant Customs authority in the importing AMS via the LNSW's routing platform, the ASW Gateways and the NSW of the importing AMS.

On receipt of an e-ATIGA Form D, the Customs authority in the importing AMS would return an acknowledgment response (RES) to the MOIC via the e-CO system. Later, when a decision has been made by the Customs authority in the importing AMS, they will return a second response (RES) called a Utilization Report to indicate whether or not preferential treatment has been given.

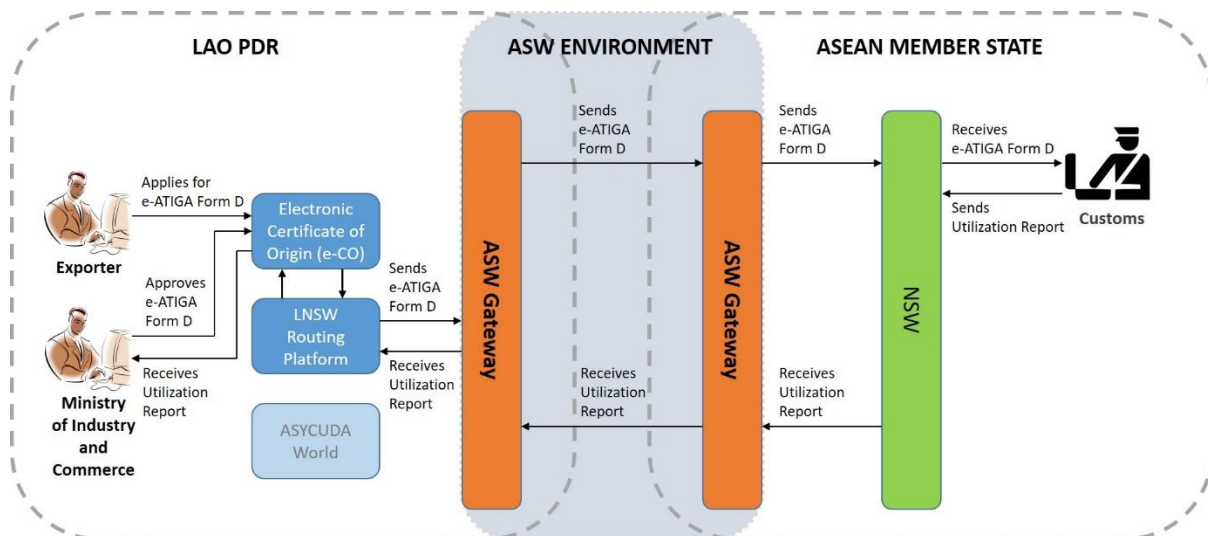


Figure 1 – Proposed information flow for the e-ATIGA Form D (Exports)

There are two important points to note in Figure 1. Firstly, there is no integration with ASYCUDA World, as the e-ATIGA Form D export process would require just three systems; the e-CO system, the LNSW's routing platform and the ASW Gateway. Secondly, there would be no requirement for digital signatures, as the e-ATIGA Form Ds would be exchanged between the respective government agencies within the secure ASW environment.

In addition to sending e-ATIGA Form Ds, the e-CO system must also be able to support the sending and receipt of five (5) other message types, as defined in the ASW's technical specifications. This includes; the receipt of Acknowledgement Status (AS1) messages from the ASW Gateway; the receipt of e-ATIGA Form D Response (RES) messages from the importing AMS; the receipt of Query (QRY) messages from the importing AMS; the sending of Query Response (QRR) messages to the importing AMS and; the sending of Cancel Request (CAR) messages to the importing AMS.

Imports

In the case of imports, as shown in Figure 2, exporters would apply for e-ATIGA Form Ds from the relevant Certificate Issuing Agency (CIA) through the NSW of the exporting AMS, which would then be sent to the LCD via the ASW Gateways and the LNSW's routing platform. On receipt of an e-ATIGA Form D, the LCD must be able to return an acknowledgement response (RES) to the CIA in the exporting AMS via the LNSW's routing platform, the ASW Gateways and the NSW of the exporting AMS. Later, when a decision has been made by the LCD, they must also be able to return a second response (RES) called a Utilization Report to indicate whether or not preferential treatment has been given.

Due to the technical constraints of ASYCUDA World, it is proposed that a facility would need to be developed within the LNSW to enable the LCD's Certificate of Origin Unit to review received e-ATIGA Form Ds, acknowledge their receipt (by initiating the return of an acknowledgement response) and to indicate whether or not preferential treatment given (by initiating the return of a Utilization Report).

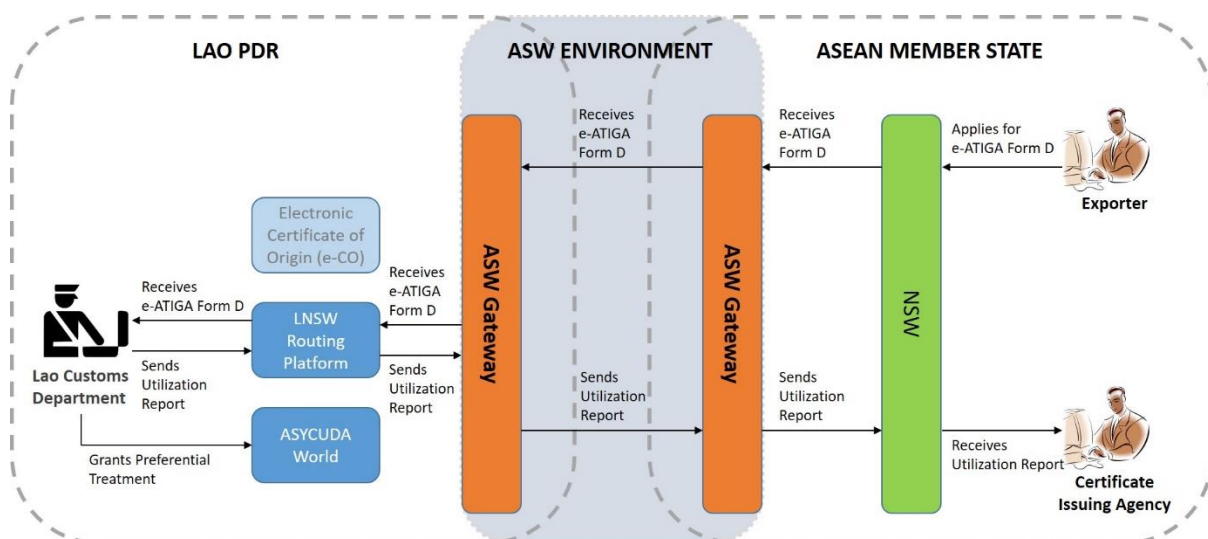


Figure 2 – Proposed information flow for the e-ATIGA Form D (Imports)

In addition to receiving e-ATIGA Form Ds, the LNSW must also be able to support the sending and receipt of five (5) other “message” types, as defined in the ASW's technical specifications. This includes; the sending of Acknowledgement Status (AS3) messages to the ASW Gateway;

the sending of e-ATIGA Form D Response (RES) messages to the exporting AMS; the sending of Query (QRY) messages to the exporting AMS; the receipt of Query Response (QRR) messages from the exporting AMS and; the receipt of Cancel Request (CAR) messages from the exporting AMS.

1.2.2.2 ASEAN Customs Declaration Document (ACDD)

Following the successful implementation of the e-ATIGA Form D, the next document to be developed by the AMS is called the ASEAN Customs Declaration Document (ACDD), which is defined in the agreed *“ACDD Message Implementation Guide and Process Specifications”*.

The ACDD was designed for the exchange of export information to support Customs authorities in carrying out risk management. As such, it requires some development work to be carried out within Customs systems. In Lao PDR's case, due to the technical constraints of ASYCUDA World, it is suggested that the ACDD should be deferred to a later date.

1.2.2.3 Electronic Phytosanitary (e-Phyto) Certificate

The next document to be developed by the AMS is the electronic Phytosanitary (e-Phyto) Certificate, which has been endorsed by the ASEAN Sanitary Contact Point (ASCP) group. As a member of the ASCP, the Department of Agriculture (DOA), under the MAF, were involved in the development of the *“Message Implementation Guide and Process Specifications”* and are, therefore, fully supportive of this initiative.

As shown in Figure 3, in theory, exporters should be able to apply for e-Phyto Certificates through the LNSW. If the application is approved by the DOA, the e-Phyto Certificate would be sent electronically to the corresponding National Plant Protection Organization (NPPO) via the LNSW's routing platform, the ASW Gateways and the NSW of the importing AMS. On receipt of the e-Phyto Certificate, the NPPO in the importing AMS would then send an acknowledgement back to the DOA via their NSW, the ASW Gateways and the LNSW. For imports, the process is simply reversed, whereby the DOA would be able to receive e-Phyto Certificates from the exporting AMS through the LNSW.

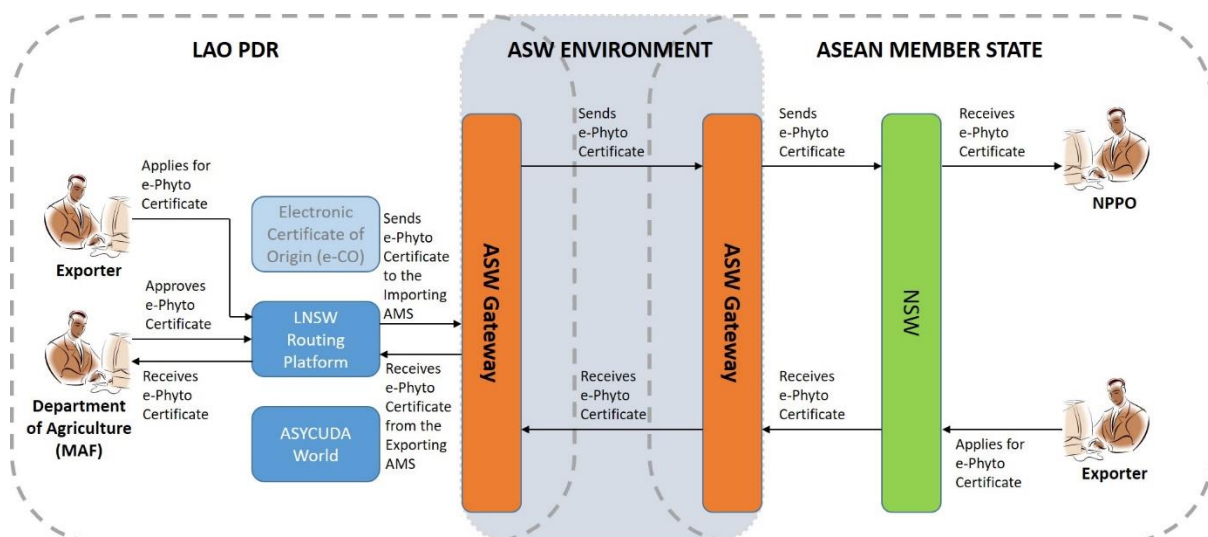


Figure 3 – Proposed information flow for the e-Phyto Certificate

1.2.2.4 Electronic Animal Health (e-AH) Certificate

The next document to be developed by the AMS is the electronic Animal Health (e-AH) Certificate, which is currently under review by ASCP and is expected to be endorsed before the end of 2017. As a member of the ASCP, the Department of Livestock and Fisheries (DLF), under the MAF, are involved in the development of the “*Message Implementation Guide and Process Specifications*” and are, therefore, fully supportive of this initiative.

As shown in Figure 4, in theory, exporters should be able to apply for e-AH Certificates through the LNSW. If the application is approved by the DLF, the e-AH Certificate would be sent electronically to the corresponding Competent Authority (CA) via the LNSW’s routing platform, the ASW Gateways and the NSW of the importing AMS. On receipt of the e-AH Certificate, the CA in the importing AMS would send an acknowledgement back to the DLF via their NSW, the ASW Gateways and the LNSW. For imports, the process is simply reversed, whereby the DLF would be able to receive e-AH Certificates from the exporting AMS through the LNSW.

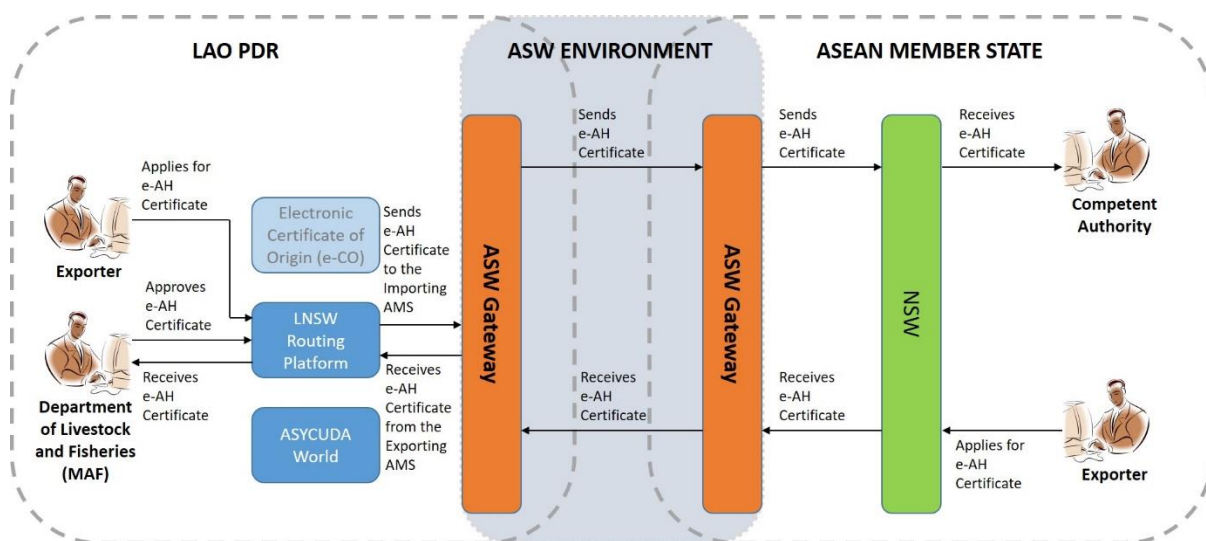


Figure 4 – Proposed information flow for the e-AH Certificate

1.2.2.5 Electronic Food Safety (e-FS) Certificate

The next document to be developed by the AMS is the electronic Food Safety (e-FS) Certificate. Based on the feedback received from the MOH, the Food Control Division (FCD) within the Food and Drug Department (FDD) would be fully supportive of this initiative. They have, therefore, expressed an interest to learn more, so this will be followed up with them separately by US-ACTI.

As shown in Figure 5, in theory, exporters should be able to apply for e-FS Certificates through the LNSW. If the application is approved by the FDD, the e-FS Certificate would be sent electronically to the corresponding CA via the LNSW’s routing platform, the ASW Gateways and the NSW of the importing AMS. On receipt of the e-FS Certificate, the CA in the importing AMS would send an acknowledgement back to the FDD via their NSW, the ASW Gateways and the LNSW. For imports, the process is simply reversed, whereby the DLF would be able to receive e-FS Certificates from the exporting AMS through the LNSW.

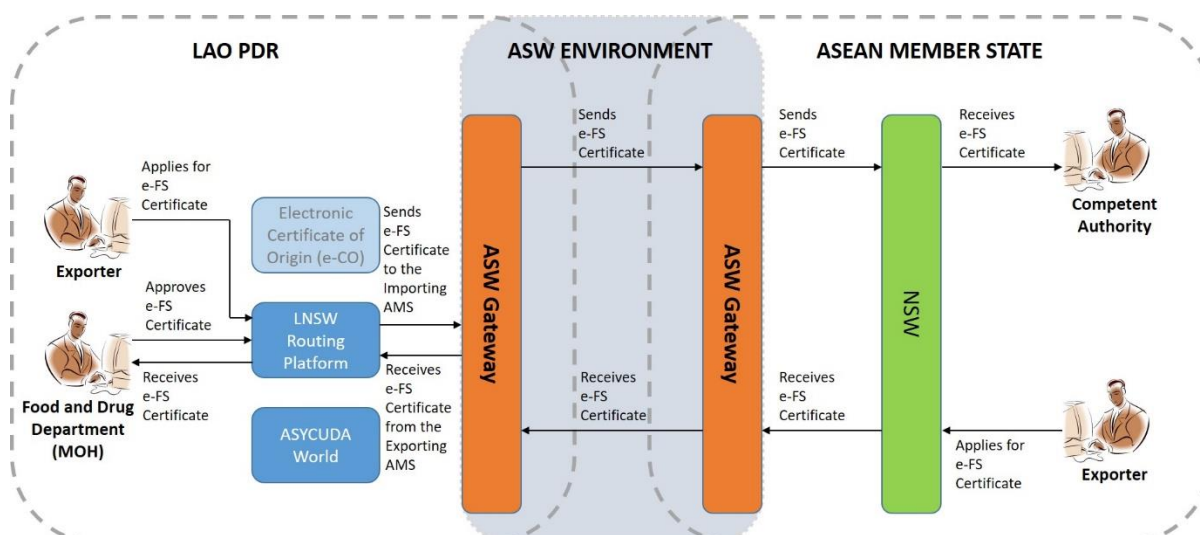


Figure 5 – Proposed information flow for the e-FS Certificate

1.2.3 What level of technical assistance do Lao PDR need?

It is the Consultant's assessment that between BIVAC and Cyberia Co. Ltd, Lao PDR already has the technical capability to join the ASW live operation by 1 January 2019. Furthermore, Lao PDR could be ready to start testing with the participating AMS by **30 June 2018**.

In terms of technical assistance, as outlined above, US-ACTI could provide the following approved technical specifications to Lao PDR:

- ASW Gateway technical specifications and bridge scripts
- e-ATIGA Form D Process Specification and Message Implementation Guide
- ACDD Message Implementation Guide and Process Specifications
- e-Phyto Message Implementation Guide and Process Specifications

Should the LCD or the MOIC require any further technical assistance, based on the recommendations made in this report (see Section 1.3), a formal request could be made directly to US-ACTI.

1.3 Recommendations

No.	Recommendation
1	<p>To prioritize the implementation of a message routing system to enable the exchange of electronic documents (including acknowledgements) between Lao PDR and the participating ASEAN Member States via the ASEAN Single Window.</p> <p><i>Please note that BIVAC, as the LNSW operator, should co-ordinate with the LCD to agree a plan (including a timeline) for implementing a message routing system within the LNSW.</i></p>
2	<p>To enhance the Ministry of Industry and Commerce's e-CO system, to enable the exchange of e-ATIGA Form Ds with the participating ASEAN Member States via the ASEAN Single Window.</p>

No.	Recommendation
	<i>Please note that BIVAC, as the LNSW operator, should co-ordinate with the Department of Import and Export to agree a plan (including a timeline) for sending electronic ATIGA Form Ds to ASEAN Member States.</i>
3	<p>To prioritize the development and implementation of a facility to receive incoming e-ATIGA Form Ds to enable the Certificate of Origin Unit to review them, acknowledge their receipt and to update their utilization status.</p> <p><i>Please note that BIVAC, as the LNSW operator, should co-ordinate with the Certificate of Origin Unit to agree a plan (including a timeline) for receiving electronic ATIGA Form Ds from ASEAN Member States.</i></p>
4	<p>To decide on the best option for implementing the ASW Gateway i.e. whether to install third party software, provided by Axway, or to configure BIVAC's own gateway to comply with the agreed technical specifications for the ASW Gateway.</p> <p><i>Please note that, ideally, this decision should be made by the LCD, based on the technical advice from BIVAC, by 31 December 2017.</i></p>
5	<p>To prioritize the development and implementation of a facility within the LNSW to allow exporters to apply for Phytosanitary Certificates and for them to be approved online by the Ministry of Agriculture and Forestry. Furthermore, this facility should allow for the exchange of electronic Phytosanitary Certificates with the participating ASEAN Member States, in accordance with the endorsed "Message Implementation Guide and Process Specifications", available through the ASEAN Secretariat.</p> <p><i>Please note that BIVAC, as the LNSW operator, should co-ordinate with the Department of Agriculture to agree a plan (including a timeline) for the sending and receiving of electronic Phytosanitary Certificates to/from ASEAN Member States.</i></p>
6	<p>To prioritize the development and implementation of a facility within the LNSW to allow exporters to apply for Animal Health Certificates and for them to be approved online by the Ministry of Agriculture and Forestry. Furthermore, this facility should allow for the exchange of electronic Animal Health Certificates with the participating ASEAN Member States, in accordance with the endorsed "Message Implementation Guide and Process Specifications", available through the ASEAN Secretariat</p> <p><i>Please note that BIVAC, as the LNSW operator, should co-ordinate with the Department of Livestock and Fisheries to agree a plan (including a timeline) for the sending and receiving of electronic Animal Health Certificates to/from ASEAN Member States.</i></p>
7	<p>To prioritize the development and implementation of a facility within the LNSW to allow exporters to apply for Food Safety Certificates and for them to be approved online by the Ministry of Health. Furthermore, this facility should allow for the exchange of electronic Food Safety Certificates with the participating ASEAN Member States, in accordance with the endorsed "Message Implementation Guide and Process Specifications", available through the ASEAN Secretariat.</p> <p><i>Please note that BIVAC, as the LNSW operator, should co-ordinate with the Food and Drug Department to agree a plan (including a timeline) for the sending and receiving of electronic Food Safety Certificates to/from ASEAN Member States.</i></p>

2 Introduction

On the 20th December 2006, ministers of the ASEAN Member States signed a “Protocol to Establish and Implement the ASEAN Single Window”, which was defined as *“The environment where National Single Windows of Member Countries operate and integrate”*. Further, it defines a National Single Window (NSW) as *“a system which enables:*

- i. a single submission of data and information;*
- ii. a single and synchronous processing of data and information; and*
- iii. a single decision-making for customs release and clearance of cargo. A single decision-making shall be uniformly interpreted as a single point of decision for the release of cargoes by the Customs on the basis of decisions, if required, taken by Line ministries and agencies and communicated in a timely manner to the Customs”*

On the 28th January 2013, the MOF signed an agreement with the Bureau Inspection Valuation Assessment Control (BIVAC), a subsidiary of Bureau Veritas, to implement and operate the LNSW. According to the Bureau Veritas website¹; *“this agreement takes the form of a joint venture between the Government of Laos’ Ministry of Finance and BIVAC”*. Furthermore, *“the initial concession period is for 10 years of full operation, and covers all borders and airports. The Government will collaborate with BIVAC to ensure the Single Window works efficiently, and meets agreed objectives”*.

The purpose of this report is to carry out an assessment on the current status of the LNSW, in order to recommend the best approach for Lao PDR to join the live operation of the ASEAN Single Window.

¹ <http://www.bureauveritas.com/home/news/corporate-news/news-gsit-laos>

3 Terms of Reference

This section outlines the Terms of Reference (TOR) for this report.

3.1 Activity Background & Justification

In 2005, ASEAN Member States committed to developing National Single Windows that would then be integrated into the ASEAN Single Window, a system for sharing information on regional trade transactions. Currently four ASEAN Member States are sharing certificates of origin (Form D) on a trial basis and they, along with two additional AMS (Vietnam and Brunei) will likely begin the official exchange of Form Ds in mid-2017. Further, two more Member States (Cambodia and the Philippines) are working on developing/upgrading their NSW to enable them to join the ASW Live Operation by the end of 2017. Additional information on export declarations and SPS certificates are scheduled to be exchanged by the end of the 2017 and early 2018. Lao PDR and Myanmar have yet to establish their National Single Window.

Meanwhile, Lao PDR has requested, via the ASEAN Secretariat, the US-ACTI to provide technical assistance in conducting National Single Window needs assessment and ASW/NSW briefing to Lao PDR's cargo clearance stakeholders. The main purpose of the technical assistance request is to assist Lao PDR's government officials on ICT project management, review the degree to which existing customs, certificate of origin, and SPS systems are capable of being integrated through a basic NSW system, and connected to the ASW platform within the next year to 18 months. In addition, other activities would include assessment of existing operational ICT applications, evaluating the compatibility of the ICT infrastructure and providing technical recommendations, if needed, to improve or upgrade the existing ICT system to ensure successful integration with ASW platform.

3.2 Objectives, Activities, Deliverables & Indicators

The objective of this activity is to assist the NSW/ASW team to plan and coordinate the development and implementation of basic NSW in compliance with the Government's commitment to improve trade facilitation in the region. Further, it will be important for the stakeholders in Lao PDR to be informed and updated on NSW lessons learned from other Member States, to ensure efficient collaboration and co-operation in the development of their NSW platform.

The specific goals of this assessment are to:

- Assess the compliance of Lao PDR with the agreed NSW readiness questionnaire, which specifies the technical and legal requisites to join the ASW live operation;*
- Review the Certificate of Origin issuance process of the Ministry of Commerce and required collaboration among responsible agencies, specifically Customs Authority of Lao PDR and the Ministry of Industry and Commerce;*
- Review the processes in various agencies for the issuance of SPS certificates and the collaboration between those agencies and their Customs Authority;*
- Evaluate the readiness of their Customs system to accept and respond to electronic certificates of origin and to the exchange export declaration information through the ACDD.*

- *Raise awareness of the ASW and NSW setup, amongst government officers and the private sector;*
- *Come up with recommendations on how to strengthen the close cooperation and coordination between the Customs Authority and relevant government agencies; and*
- *Identify needs to support and expedite the development of the ATIGA Form D application, which would include the Certifying Issuing Agency, Customs, and Traders modules to comply with the agreed ATIGA Form D message implementation guide and process specifications;*

3.3 Tasks

The Consultant will prepare a comprehensive written assessment report that will include:

- *Task 1: A description of the methodology to be used;*
- *Task 2: An assessment of Lao PDR's compliance on the agreed NSW readiness questionnaire, which specifies the technical and legal requisites to join the ASW live operation;*
- *Task 3: A needs assessment, including recommendations on how to strengthen the close cooperation and coordination between their Customs Authority and relevant government agencies, address the technical gaps, and expedite the development of the ATIGA Form D application;*
- *Task 4: Recommended activities and proposed timeline to enable Lao PDR to join the ASW live operation.*

This activity will be carried out in collaboration with their NSW Team and other government officials. The ACTI Resource Expert shall conduct face-to-face interviews and ASW/NSW briefings to government officials and key representatives of the private sector, together with the ACTI ASW lead, from 24 July to 4 August 2017. Follow-up activities will be conducted by the consultant with the interviewed officials, however, if there's a need to conduct another ASW briefing and face-to-face interviews, this will be arranged with Lao PDR's NSW Team.

A preliminary needs assessment report will be submitted by the Consultant on 31 August 2017 for review by Lao PDR's NSW Team. Presentation of the preliminary report will be conducted to Lao PDR's Single Window stakeholders on 23 October 2017.

3.4 Deliverables

The following deliverables are required for this activity:

- *Deliverable 1: A summary outcome presentation of the face-to-face interviews with cargo clearance stakeholders from 24-28 July 2017, including Customs and the relevant government agencies, will be held on **28 July 2017**.*
- *Deliverable 2: A preliminary assessment report for review and comment by Lao PDR officials will be submitted by the Consultant by **31 August 2017**, which will include an assessment of the readiness of both Lao PDR the ASW live operation;*

- *Deliverable 3: Presentation of the preliminary assessment report (i.e. Deliverable 2) to Lao PDR's cargo clearance stakeholders on **23 October 2017**;*
- *Deliverable 4: A draft final needs assessment report will be submitted by the Consultant by **31 October 2017**, which will incorporate the comments provided by Lao PDR's stakeholders during the preliminary report presentation (Deliverable 3);*
- *Deliverable 5: A final assessment report will be submitted by **15 November 2017**;*

3.5 Sponsoring Bodies

ASEAN Single Window Steering Committee (ASWSC), ASW Technical Working Group (ASW TWG), ASEAN Sanitary and Phyto-Sanitary Contact Points (ASCP).

4 Methodology Used

4.1 Questionnaires

In order to carry out an assessment of Lao PDR's compliance with the agreed NSW Readiness Questionnaire, and to carry out a needs assessment, individual questionnaires were prepared for the key stakeholders. These questionnaires included all of the questions in the agreed NSW Readiness Questionnaire, which were mostly technical in nature, and also more general questions relating to the export certificates, such as:

- Who would be the main contact for further questions, if needed?
- What is your level of awareness of the NSW?
- What is your level of awareness of the ASW?
- What is the ministry's role in the clearance of goods?
- Does the ministry issue any certificates for export? If so, what types?
- How do exporters apply for certificates?
- What supporting documents are required?
- Does the ministry charge fees for certificate applications?
- Does the ministry have an IT system for processing certificate applications?
- How long does it normally take to process certificate applications?

The initial objective of the questionnaires was to seek feedback from the stakeholders prior to the face-to-face interviews, to allow time for the Consultant to clarify the answers and to follow up with further questions during the interviews.

4.2 Face-to-Face Interviews

Arrangements were made by the LCD for the Consultant to meet with the key stakeholders from Monday, 24th July 2017 to Thursday, 27th July 2017. The initial outcomes from the mission, along with a briefing on the ASW, were to be presented to invited stakeholders on Friday, 28th July 2017.

Table 1 below shows the full schedule of the face-to-face meetings, which were held in Vientiane.

Table 1: Schedule for Face-to-Face Interviews

Date	Time	Meeting With
Monday 24 th July 2017	9:00	Ministry of Industry & Commerce - Department of Import and Export
Tuesday 25 th July 2017	09:00	Customs Department
Wednesday 26 th July 2017	09:00	Ministry of Agriculture - Department of Agriculture - Department of Livestock and Fisheries
	14:00	Ministry of Health
Thursday 27 th July 2017	10:00	Bureau Veritas
	14:00	Cyberia
	15:00	Customs Department
Friday 28 th July 2017	09:00	De-Briefing

5 Compliance with NSW Readiness Questionnaire

In order to assess whether Lao PDR is ready to join the ASW live operation, questions from the agreed NSW Readiness Questionnaire were included in the questionnaires provided to the LCD and the MOIC. Although many of the questions in the NSW Readiness Questionnaire are technical in nature, there are also some questions relating to the business process of the ATIGA Form D.

During the face-to-face interviews with the LCD and the MOIC, the Consultant attempted to complete the NSW Readiness Questionnaire on Lao PDR's behalf, which is provided in detail below.

5.1 AMS Contact Details

This section requires each AMS to provide details of the key contacts that will be involved in the ASW live operation. Table 2 provides the answers for Lao PDR.

Table 2: Details of the key contacts for the ASW live operation

No.	Item	Response
1	AMS Project Manager A central coordination point and the "go to person" for all the AMS preparation items and on-going matters related to the Development and Live Implementation of the ASEAN Single Window (ASW) Software for the exchange of the ATIGA CO Form D Project.	Mr. Anousack Sisaad Deputy Director Technology, Information and Planning Division <i>Email: sanousack@hotmail.com</i>
2	AMS Technical Operator (ASW / NSW) Responsible for the technical operation of the NSW and ASW Gateway, including access to network and security staff to assist in port and firewall management to allow communication to/from the ASW Gateway. CPA and certificates management and all other technical and security operations related to the ASW Gateway and NSW.	Mr. Joseph Haget Senior Project Manager Lao National Single Window <i>Email: joseph.haget@bureauveritas.com</i>
3	AMS ATIGA Form D / Utilization (Dept of Trade) Expert Responsible during the end-to-end test, parallel test and live operation for the handling of the ATIGA Form D on the export side (e.g. Dept of Foreign Trade)	Mr. Vanxay Keokhamphan Director Certificate of Origin Division Department of Import and Export <i>Email: vanxay.k@laomoic.org</i>
4	AMS ATIGA Form D Cross Checking (Customs) Expert	Certificate of Origin Unit Procedure and Formality Division

No.	Item	Response
	Responsible during the end-to-end test, parallel test and live operation for the handling of the ATIGA Form D and generation of the Utilization Report on the import side (e.g. Customs)	
5	VPT - IT Representatives	Mr. Anousack Sisaad Deputy Director Technology, Information and Planning Division <i>Email: sanousack@hotmail.com</i>

5.2 Address for Installation of ASW Gateway Environments

This section requires each AMS to provide the physical addresses where the ASW Gateway will be installed. Table 3 provides the answers for Lao PDR.

Table 3: Details of the key contacts for the ASW live operation

No.	Item	Response
1	Which of the following environments will the ASW Gateway be deployed in (production, standby, test or)	To be decided
2	Physical Name and Address of the Development / Test Environment where the ASW Gateway Software will be deployed	To be decided
3	Name and address (physical) of where the Production Environment of the ASW Gateway Software will be deployed	To be decided
4	Physical Name and Address of the Standby Environment where the ASW Gateway Software will be deployed	To be decided

5.3 Current Practice of ATIGA Form D across border

This section requires each AMS to provide detailed information on the current business process for the ATIGA Form D. Table 4 provides the answers for Lao PDR.

Table 4: Current business process for ATIGA Form D

No.	Item	Response
	Certificate (ATIGA Form D) Issuing Agency	
1	What are the required documents needed by the CIA from the exporter	The following documents are required when applying for an ATIGA Form D: <ul style="list-style-type: none"> • Invoice

No.	Item	Response
	to approve the application of a New ATIGA Form D?	<ul style="list-style-type: none"> • Packing List • Bill of Lading • Customs Export Declaration (if available)
2	What's the procedure for CIA to replace or cancel an issued ATIGA Form D? Any supporting documents required?	Exporters can cancel ATIGA Form Ds by returning the original to the MOIC and, if necessary, re-applying. There is no refund.
3	Is the CIA currently notified about the status of the ATIGA Form D from the importing customs end?	No, but sometimes Customs in the importing country will contact the MOIC if they suspect a fraudulent ATIGA Form D.
4	If yes to Q3, does CIA currently record the status from the importing Customs of the ATIGA Form D in the system?	Not applicable
	Customs	
5	How does the Customs officer check the paper ATIGA Form D against Import Customs Declaration now?	ATIGA Form Ds are verified against Box 34 (Country of Origin) and 36 (Preference). The contents of the ATIGA Form D are also checked.
6	How does the Customs record that an ATIGA Form D has been 'utilized'? (so it won't be resubmitted again for other import declaration)	Currently there is no automated system to verifying the usage of ATIGA Form D. Customs Officers normally check the number of the invoice against the number of the ATIGA Form D.
7	Can one ATIGA Form D be used for multiple Customs Declarations?	No, except vehicle importation. Each vehicle must be declared individually. If an ATIGA Form D contains more than one vehicle, then multiple Customs Declarations must be prepared and submitted to the Customs together with the corresponding ATIGA Form D at the same time.
8	Related to Q6, if there is a remaining quantity of an ATIGA Form D, how does the Customs record that and reconcile that in the next Import Customs Declaration?	Preferential treatment can only be granted if the original ATIGA Form D is furnished. In the event the importer has to prepare multiple Customs Declarations, they must all be submitted at the same.
9	If an ATIGA Form D was found 'unmatched' with the import declaration, what will be the actions taken by the customs officer? (for instance, the Customs may still clear the goods by collecting the import duty from the importer; and later allow the importer to claim for duty draw back while Replaced ATIGA Form D is filed)	<p>If an ATIGA Form D was found 'unmatched' with the import declaration, the importer has three options:</p> <ol style="list-style-type: none"> 1. To hold the clearance process and request for a revised or new ATIGA Form D to claim preferential treatment. 2. To request to clear the cargo under the guarantee regime and re-submit the Customs Declaration once he/she obtained valid ATIGA Form D. 3. To clear the cargo by paying duty in normal rate.
10	If what explained in Q9 describes the scenario in your country, how many days does the Customs allow for the	The duty drawback is not acceptable in this case.

No.	Item	Response
	duty draw back upon receipt of the Replacement ATIGA Form D?	
11	Does the Customs send back status message of the paper ATIGA Form D to the issuing agency?	Yes

5.4 Readiness of ATIGA Form D Related Applications

5.4.1 ATIGA Form D Process

This section requires each AMS to provide detailed information on the readiness of the CIA and Customs to exchange the electronic ATIGA Form D, in terms of the business process. Table 5 provides the answers for Lao PDR.

Table 5: Readiness to exchange the ATIGA Form D, in terms of the business process

No.	Item	Response
	Certificate (ATIGA Form D) Issuing Agency	
1	How many issuing agencies in your country are responsible for issuing ATIGA Form D?	The MOIC are the only agency in Lao PDR who can issue ATIGA Form Ds. However, there are MOIC offices located in each province and also in the freezone area.
2	Is there a single central repository to store all the approved and issued ATIGA Form D?	No. Each office keeps its own records.
3	Is the central repository located in the NSW?	No. There is currently no NSW in Lao PDR.
4	Is the central repository interfaced or integrated with the NSW?	Not applicable
5	How many ATIGA Form D's are issued every month to the other participating Member States (roughly)	Not available
	Customs	
6	How many ATIGA Form D's are received every month from the other participating Member States (roughly)	400 – 500 per month

5.4.2 Application Readiness

This section requires each AMS to provide detailed information on the readiness of the CIA and Customs to exchange the electronic ATIGA Form D, in terms of having the necessary IT systems. Table 6 provides the answers for Lao PDR.

Table 6: Readiness to exchange the ATIGA Form D, in terms of IT systems

No.	Item	Response
	Certificate (ATIGA Form D) Issuing Agency	

No.	Item	Response
1	Is there an IT system in production now or under development (to be ready by December 2017), for electronic application and approval of ATIGA Form D (export / Dept of Trade or similar)?	Yes. The e-CO system was developed by a local company called Cyberia Co. Ltd. It is currently being piloted in Vientiane only. <i>Website: ecolao.gov.la</i>
2	Is there an IT system in production now or under development (to be ready by December 2017), for handling electronic replacement / cancellation following electronic application and approval of ATIGA Form D (export / Dept of trade or similar)?	Yes. The e-CO system allows for ATIGA Form Ds to be cancelled.
3	Is there an IT system in production now or under development (to be ready by December 2017), for receiving electronic utilization status information?	No. The e-CO system was not designed to connect to the ASW, but it can be changed to do so, if required.
	Customs	
4	Is there an IT system in production now or under development (to be ready by December 2017), for receiving electronic ATIGA Form D?	No. The process for granting preferential treatment based on the ATIGA Form D is currently manual.
5	Is there an IT function in production now or under development (to be ready by December 2017), for validation of the received electronic ATIGA Form D?	No. See Question 4.
6	Is there an IT system in production now or under development (to be ready by December 2017), generating responses or acknowledgements after validating / utilization of the electronic ATIGA Form D?	No. See Question 4.
7	Is there an IT system in production now or under development (to be ready by December 2017), for cross checking ATIGA Form D against Customs Declaration?	No, but a system could be developed as part of the LNSW.
8	Does the Customs Declaration include a reference field for the ATIGA Form D so cross checking can be done?	Yes. The LCD are using ASYCUDA World, which allows for the ATIGA Form D to be input into the Customs Declaration.
9	Is there an IT system to display the received ATIGA Form D to the border customs officers?	Yes. ATIGA Form Ds can be scanned and uploaded to ASYCUDA World, but the hard copy document is still required.
10	Is there an IT system in production now or under development (to be ready by December 2017), for generating electronic utilization status information?	No. See Question 4.

5.4.3 Test Status

This section requires each AMS to provide detailed information on the readiness of the CIA and Customs to exchange the electronic ATIGA Form D, in terms of testing with other AMS. Table 7 provides the answers for Lao PDR.

Table 7: Readiness to exchange the ATIGA Form D, in terms of testing with other Member States

No.	Item	Response
	Certificate (ATIGA Form D) Issuing Agency	
1	Has the generation of ATIGA Form D (export) interface XML message by CIA System been tested?	No. This has not been developed yet.
2	Has the receipt of response / acknowledgement messages (e.g. utilization status) interface XML message by the CIA application been tested?	No. This has not been developed yet.
3	Is there a Test Environment available for the CIA application and NSW?	It is assumed the e-CO system already has a test environment.
	Customs	
4	Has the receipt of ATIGA Form D (import) interface XML message by Customs system been tested?	No. This has not been developed yet.
5	Has the generation of acknowledgement messages by Customs System been tested?	No. This has not been developed yet.
6	Is there a Test Environment available for the Customs application and NSW?	To be decided.

5.5 Technical interface between NSW and ASW Gateway

This section requires each AMS to indicate their preferred means to interface with the ASW Gateway. Table 8 provides the answers for Lao PDR.

Table 8: Preferred means to interface with the ASW Gateway

No.	Item	Response
	What sort of technical interface between the NSW and the ASW Gateway software is preferred? Please put "YES" beside the selected option	
1	JMS	To be decided.
2	File System	To be decided.
3	FTP	To be decided.
4	Web Services – using NSW Web Services interface modules following	To be decided.

No.	Item	Response
	the Web Services interface specification	

5.6 Reference Data – Code Sets

This section requires each AMS to state their requirements for the use of reference data, such as country codes and location codes. Table 9 provides the answers for Lao PDR.

Table 9: Reference Data Requirements

No.	Item	Response
1	What Common Reference Data codes would you like to automatically access from Regional Services	To be decided.
2	What National Reference Data Code Sets do you intend to publish to Regional Services for other AMS to view	To be decided.
3	What National Reference Data Code Sets of other AMS would you like access to e.g. to support your Risk Management	To be decided.
4	How will the integration be done between the Regional Services Reference Data and your Risk Management Systems – e.g. use of the Contractor provided Web Services agent for automatic extract?	To be decided.

5.7 Preferred Operating System for the ASW Gateway

This section requires each AMS to state their preferred operating system requirements for the ASW Gateway. Table 10 provides the answers for Lao PDR.

Table 10: Operating System Requirements

No.	Item	Response
	Which is the preferred Operating System and version on which the ASW Gateway Software will run?	
1	Test Environment	To be decided.
2	Production Environment	To be decided.
3	Standby Environment	To be decided.

5.8 Hardware and Internet

This section requires each AMS to state their hardware and Internet requirements for the ASW Gateway. Table 11 provides the answers for Lao PDR.

Table 11: Hardware and Internet Requirements

No.	Item	Response
1	Would you please advise which environments / and components are required as below and if required when the hardware will be available so that the ASW Gateway software can be installed and configured.	
1.1	ASW Gateway Test environment hardware	To be decided.
1.2	ASW Gateway Production environment hardware	To be decided.
1.3	ASW Gateway Standby environment hardware	To be decided.
1.4	(Optional Reverse Proxy) Secure Relay Test environment hardware,	To be decided.
1.5	(Optional Reverse Proxy) Secure Relay Production environment hardware	To be decided.
1.6	(Optional Reverse Proxy) Secure relay Standby environment hardware	To be decided.
2	Would you please confirm that Internet access is available from all environments	To be decided.

5.9 AMS Resource, Support and Regulation Readiness

This section requires each AMS to provide additional information relating to support and regulation readiness. Table 12 contains the answers for Lao PDR.

Table 12: Additional information relating to the support and regulation readiness

No.	Item	Response
1	Name of AMS	Lao PDR
2	Is there internal agreement within the AMS to prepare for and conduct the end-to-end test?	Yes. The MOIC and Cyberia will be responsible for testing the sending of the e-ATIGA Form D, while the LCD will be responsible for testing the receipt of e-ATIGA Form D. BIVAC will be responsible for testing the connectivity with the ASW.
3	Have resources (project manager, CIA Expert; Customs expert; NSW/GW Technical expert) been assigned to prepare for and participate in the End-to-end Test? Please specify details	To be decided.
4	If enhancements of existing internal applications is required, has the budget been approved and resources assigned for the development and internal testing	To be decided.

No.	Item	Response
5	Is there an internal support organization and procedures currently in place to help resolve user issues related to the operation of the CIA, NSW and Customs systems. If so, could these support organization and procedures be used for issues arising during the End-to-end Test and Parallel Test	To be decided.
6	Are there any outstanding amendments to existing Customs or other Regulations necessary to make in order to launch the live project, if the ultimate goal is to eliminate paper submission of ATIGA Form D from the importer for customs clearance? If so, briefly summarize, with target date	Yes. Customs declaration procedures will be revised to accept electronic declaration without paper documents.

6 Detailed Findings

In order to carry out this needs assessment, the Consultant devised a questionnaire for the relevant agencies, which were completed during face-to-face interviews between the 24th and 28th July 2017.

6.1 Customs

The Lao Customs Department (LCD) are a department under the Ministry of Finance (MOF). They are the lead agency responsible for the LNSW.

At the time of writing this report, the LNSW had not been implemented. However, on the 11th August 2016, a pilot was launched for the application of Vehicle Licenses, which involves two government agencies; the Ministry of Industry and Commerce (MOIC) and the Ministry of Public Works and Transport (MPWT). The license issued by the MOIC is already being piloted, while the LCD are still trying to sign an MOU with the MPWT.

Under the pilot, after the importer has applied for a Vehicle License and it has been approved by the MOIC, the MOIC prints out the license, which must be signed by a Director General. The license is then scanned and uploaded ASYCUDA World, as a supporting document to the import declaration. There are two major vehicle importers taking part in the pilot, Honda and Toyota.

In addition to the pilot for Vehicle Licenses, BIVAC are also working closely with the Ministry of Science and Technology (MOST) to implement digital signatures. There are also plans to pilot licenses for petroleum, but this has not started yet.

The LCD's vision is that all regulatory transactions should be made through the LNSW, including Cargo Manifests, Customs Declarations, Licenses, Permit and Certificates. The idea is that this information will be shared with the relevant agencies, including the LCD's back-end Customs system, ASYCUDA World.

BIVAC have been talking to the United Nations Conference on Trade and Development (UNCTAD), who are responsible for the development and maintenance of ASYCUDA World, about how the integration between the LNSW and ASYCUDA World can be achieved. So far, these talks have been unsuccessful.

6.2 Ministry of Industry and Commerce (MOIC)

The Certificate of Origin Division within the Department of Import and Export (DIMEX), under the Ministry of Commerce (MOIC), is responsible for issuing Certificates of Origin.

In April 2016, the MOIC launched an electronic Certificate of Origin (e-CO) system², which was developed for them by a local IT company called Cyberia Co. Ltd. In fact, the same company also developed the Lao National Trade Portal³.

The e-CO system allows exporters to apply for Certificates of Origin online, which includes the ATIGA Form D. The MOIC can approve Certificates of Origin through the system, which must

² <http://ecolao.gov.la/>

³ <http://laotradeportal.gov.la/index.php>

then be printed (by the exporter), signed (by a Director General) and stamped (by an MOIC officer). The new system is not mandatory, as it is being piloted in Vientiane only. Most (if not all) of the exporters in Vientiane are aware of the system, but not everyone feels comfortable using it. They still prefer the old way.

The MOIC charge a processing fee based on the value of goods, which must be paid in cash to the MOIC when collecting the Certificate of Origin;

- Under US\$10,000 = 40,000 KIP (approx. US\$4.80)
- Between US\$10,001 and US\$30,000 = 60,000 KIP (approx. US\$7.20)
- Between US\$30,001 and US\$60,000 = 80,000 KIP (approx. US\$9.60)
- Over US\$60,000 = 100,000 KIP (approx. US\$12.00)

The Certificate of Origin Division monitor the e-CO system regularly, so approvals are very quick. It is then up to the exporter to print the Certificate of Origin and take it to the MOIC for signing, stamping and payment.

It should be noted that 4 Director Generals within the MOIC are authorized to sign Certificates of Origin and the ASEAN Secretariat has the specimens of all signatories.

6.3 Ministry of Agriculture and Forestry (MAF)

There are several departments under the Ministry of Agriculture and Forestry (MAF), including the Department of Agriculture and the Department of Livestock and Fisheries.

6.3.1 Department of Agriculture (DOA)

The DOA is responsible for issuing Phytosanitary Certificates. They are fully supportive of the ASW's e-Phyto Certificate initiative and have already completed the questionnaire, which they submitted through the ASCP.

In 2015, the DOA issued 5,318 Phytosanitary Certificates. Of these, 2,283 were issued for exports to ASEAN Member States; Cambodia (9), Indonesia (2), Malaysia (13), Myanmar (2), Philippines (2), Singapore (122), Thailand (1,415) and Viet Nam (718).

The application process for Phytosanitary Certificates is currently manual, although there are plans to eventually include them in the LNSW. It usually takes 1-2 working days for a Phytosanitary Certificate to be issued. The DOA also has its own internal system for issuing Phytosanitary Certificates.

When applying for Phytosanitary Certificates, exporters must provide supporting documents, such as their Agriculture Enterprise Registration document, Commercial Invoice and, for exports to some countries (e.g. Japan), the import permit. There is also a processing fee of 25,000 KIP (approx. US\$3.00) for each application.

For imports, in 2015, the DOA received 2,015 Phytosanitary Certificates. Of these, 163 were received for imports from ASEAN Member States; Malaysia (17), Thailand (122) and Viet Nam (24).

The DOA carry out 100% verification of Phytosanitary Certificates, which takes up to 10 working days.

6.3.2 Department of Livestock and Fisheries (DLF)

The DLF is responsible for issuing Veterinary Certificates. They are also fully supportive of the ASW's e-AH Certificate and have already completed the questionnaire, which they submitted through the ASCP.

In 2015, the DLF issued 64 Veterinary Certificates. Of these, 46 were issued for exports to ASEAN Member States, although the breakdown is not known.

The application process for Veterinary Certificates is currently manual, although there are plans to eventually include them in the LNSW. It usually takes 1-5 working days for a Veterinary Certificate to be issued. The DLF do not have an internal system for issuing Veterinary Certificates.

For imports, in 2015, the DLF received 56 Veterinary Certificates. Of these, 48 were received for imports from ASEAN Member States, although the breakdown is not known.

6.4 Ministry of Health (MOH)

There are several departments under the Ministry of Health (MOH), including the Food and Drug Department (FDD). With the FDD, there are 7 divisions, including the Food Control Division, who are responsible for issuing Food Safety Certificates.

The application process for Food Safety Certificates is currently manual, although there are plans to eventually include them in the LNSW. It usually takes 1-2 working days for a Food Safety Certificate to be issued. The FDD do not have an internal system for issuing Food Safety Certificates.

The FDD also issue import and export permits for food and pharmaceutical products. The application process for permits is also manual, although the FDD has a system for recording permits issued. Permits are valid for 3 months and there is a processing fee of 20,000 KIP (approx. US\$2.40), which is the same for certificates.

The FDD carry out inspections at the border, for which there is a charge of 100,000 KIP (US\$12.00). They are carried out at a rate of 100% for food. The FDD also work closely with the LCD and sometimes they do joint inspections. Inspections usually take 1-2 hours.

6.5 Bureau Veritas

The Bureau Inspection Valuation Assessment Control (BIVAC), a subsidiary of Bureau Veritas, has signed an agreement with the MOF to implement and operate the LNSW over a 10 year period (see Section 6.1.1).

BIVAC shared that the main challenges with implementing LNSW have been; the integration with ASYCUDA World and the implementation of digital signatures. However, they noted that progress was being made with digital signatures and they were hoping to implement this soon.

With regard to integration with ASYCUDA World, BIVAC shared that they had waited 18 months for a definitive answer from UNCTAD as to whether they could receive Customs declarations from the LNSW, which is the LCD's vision. UNCTAD have officially confirmed that they are not willing to do this, as they believe all Customs declarations should be submitted directly through ASYCUDA World. This has presented BIVAC with a major problem in implementing the LNSW according to the LCD's requirements.

As a compromise, BIVAC plan to implement what they refer to as a “Summary Declaration”, which is based on the European Union (EU) concept. In the EU, carriers are legally required to submit both “master” and “house” level cargo information to the EU’s Import Control System (ICS), at the first port of arrival.

BIVAC’s plan is to link the licenses and permits, issued via the LNSW, with the “Summary Declaration” submitted by the carrier. They will then send the cargo manifest to ASYCUDA World through its standard Application Program Interface (API).

In addition to developing the “Summary Declaration”, BIVAC are also in the process of mapping the various agencies’ requirements to the ASEAN Harmonized Tariff Nomenclature (AHTN) codes.